VOLUME XLVIII-NUMBER 13.

WHEELING. W. VA., THURSDAY, SEPTEMBER 7, 1899.

PRICE TWO CENTS. ( ON TRAINS

# CAMERON VISITED BY A BIG FIRE.

A Message for Help Sent to the Wheeling Fire Department Early This Morning.

#### THE FIRE WAS CONTROLLED

And the Appeal Withdrawn, the Fire Being Kept from Reaching the Business Section.

This morning at 2 o'clock, the follow ing telegram was received at the Atlantic engine house:

CAMERON, W. Va., Sept. 7, 1:45 a. m. Wheeling Fire Department, Wheeling: if possible, come at once, with engine Town burning down. Answer. WM. M. KINCAID.

The message was delivered to Assist ant Fire Chief Clator, at the Atlantic engine house, in the absence of Chief He at once called up Mayor Sweeney, and consulted him relative to sending out an engine. The mayor told Clator that he would leave the matter in the hands of Chief Cline. The latter was called up, and ordered the Vigilant engine got in readiness. In the meantime Clator asked the Baltimore & Ohlo officials to get out an engine and flat car for the trip to Cameron. A few minutes later a telephone message was received at the Atlantic from Cameron, stating that it was believed the fire would not spread further, and requesting that the engine be held in readiness in the event that the fire should spread later. This was done.

Early this morning the Intelligence secured telephonic connection with Cameron, and it was learned that the fire had wiped out three houses, all The fire started in Crawdwellings. ford Bros.' feed stable on High street. and soon spread to Boss Fry's residence, a four-story frame dwelling; Joseph Knox's two-story building, occupied as a tin shop and residence, and Harrison Hicks' two-story brick dwelling. These were soon wiped out of existence by the fire flend, the bucket brigade being un able to offer more than very slight re sistance. Several smaller and less valuable buildings were burned.

The Harrison Hicks' building is dan gerously near the business district of the town, and the fear was general that the fire would spread and bring about a repetition of the terrible disaster of June, 1895, when the town was practically wiped out by fire. This fear was so general that the message to Wheeling for help was sent by Colonel Kincald, but as related above, the appeal was rescinded, or held in abeyance pending further developments.

Near the Hicks house are the Fox and Helms houses and the Disciples church, and if any of these caught fire it was a certainty that the conflagration would become a disaster. Blankets were plentifully distributed over the roofs and sides of these houses, and availed to prevent their catching fire, at least up to 2:30 o'clock this morning. Shortly before this hour the roof of the Hicks house fell in, and it was believed

The loss is estimated at about \$5,000,

partially insured. At about the same hour of the morn ing in June, 1895, the Wheeling fire department sent the old Atlantic engine to Cameron to fight a fire that wiped out the business section of the place, and near Rosby's Rock the special was wrecked. Two young men were killed, the late Will S. Faris, then city editor of this paper, sustaining a broken arm. In addition the fire engine was wrecked beyond repair, and this city had to bear the loss, but notwithstanding all this, the city officials were willing to extend a helping hand to Cameron this morning in her hour of need, as was supposed. This is as it should be, and the action of Mayor Sweeney and Chief Cline will be heartily endorsed by the entire community without a doubt.

## THE LAST OF THEM.

Iowa Volunteers Sail for Home Seventy-Five Re-enlist.

MANILA. Sept. 6,-6:50 p. m.-The lows regiment, the last of the volunorganization on duty in the island of Luzon, has been withdrawn from Calculut to the barracks at Calucan, preparatory to departing for home. The number who will sail is 806. Less than of the regiment were left on duty at the front at the front when the order came for their relief, 406 being on the sick list This regiment has undergone hard outpost duty for three months, during which time it has been very much exposed to the rains. Seventy-five members of the regiment have re-callsted Although the lowens participated in some of the hardest of the fighting better Malolos and San Fernando, not them was killed in battle. Thir-ne members of the regiment, how-were wounded and nine died of

The American outposts were obliged to fire volleys the past three nights. Mail advices from Zamboanga report that the town has been practically de-serted.

# WEST VIRGINIA MATTERS

In Washington Being Attended to by Philippine Army.

Special Dispatch to the Intelligencer

WASHINGTON, D. C., Sept. 6.—The two West Virginia senators are annious that Col. T. D. E. Casteel, late of the Second West Virginia volunteers, shall be given a commission in the Philippine army to which his ability and standing entitle him. Senator Elkins recently saw President McKinley and recently saw President merchants. Secreary Root, asking that he be advanced from his present grade, that of

vanced from his present grade, that of captain, to major of a regiment. It is not improbable that the effort to secure the promotion will be successful. One argument in favor of the proposition is that officers reappointed to the Philippine service are usually given rank but one grade below that formerly held. Col. Casteel, however, was reduced from colonel to captain. Senator Scott has given the application strong personal indorsement. Senator Elikins is also endesvoring to have W. H. Lyon, of Huntington, late major of the Second regiment of West Virginia volunteers, appointed to a captaincy in the Philippine service. He was recently commissioned a second illeutenant, and the argument in his behalf, in part, is the same as that made for Col. Casteel.

and the argument in his ochalf, in part, is the same as that made for Col. Casteel.

Application has been made for the appointment of Charles Caldwell, son of Hon. C. T. Caldwell, of Parkersburg, as a second lieutenant in a company destined for Manila. To this Senator Elidins is giving his personal attention. There is one obstacle in the way in the form of an expressed determination of the President to give preference in these appointments to those who served against Spain. This purpose has been adhered to in the main, and may prevent young Caldwell's appointment, but the senators are endeavoring to overcome the objection. The father of the applicant served in the Civil war with President McKinley.

Mr. Howard Sutherland, of Elkins, will not accept the position tendered as chief of the census bureau in Porto Rico. Director Merriam and Secretary Root both urged his acceptance, and when the tender of the office was made he asked to take time to deliberate before deciding. Subsequently, when he had the personal interviews with both officials named, it was again suggested that he should not come to a conclusion hastily, but the position has a tenure of but six months, and Mr. Sutherland cannot afford to take it.

John E. Howard, colored, of Parkersburg, has been appointed a laborer in the government printing office.

#### BUSINESS SESSION

Of the Grand Army of the Republic Contest for the Commandership. Reports of Officers-Next Place of Meeting Chicago.

PHILADELPHIA, Pa., Sept. 6.-The real business of the Grand Army en-campment began to-day with the assembling of the national encampment in the Grand opera house, one of the most spacious structures in the city.

The contest for commandership is be-tween Col. Albert D. Shaw, of New York, and Judge Leo Ressleur, of Mis-There are likely to be lively souri. times in the meeting of the council of

administration after the adjournment of the convention. The opening address was made by Senior Vice Commander-in-chief W. C.

Senior Vice Commander-in-chief w. C. Johnson.

The report of Alonzo Williams, of Providence, R. I., inspector general, gave the loss by death as 7,994, which added to losses through other causes, such as discharge, honorary and dishonorable surrender of charter, suspensions and transfers, made the total loss 45,855. The number of members in good standing June 30, 1899, was 257,951. Other reports presented were those of the junior vice commander-in-chief, surgeon-scheral and chapiain-in-chief. After they had been read they were referred to the committee on amendments.

ments.

A committee on resolutions was ther appointed, consisting of one member from each of the forty-five depart-

ments.
Senior Commander Johnson, as commander-in-chief, was elected to fill the unexpired term of the late Col. Sexton. Commander Johnson will continue in office until the end of this encampment. Daniel Ross, of Wilmington, Del., junior vice commander, was elevated to the offiffice of senior vice commander, succeeding Col. Johnson.

the onffice of senior vice commander, succeeding Col. Johnson.

The first business after recess was the selection of a place for the next encampment and Chicago was chosen by acclamation.

The report of the committee or persons was they was the committee or persons was the committee. acclamation. The report of the com-mittee on pensions was then read and a motion was made to refer it to the com-mittee on resolutions. This created much discussion, many of the delegates favoring the immediate adoption of a resolution covering the evils mentioned in the report. The Michigan delegation resolution covering the vive in the report. The Michigan delegation was the first to object to the report on the ground that it failed to specify what the Grand Army wanted. They were supported by Indiana, Kansas and New York. After a discussion lasting nearly four hours, the report was referred back to the committee on pensions, with instructions that it be presented at to-morrow's session, embodying recommendations and resolutions. The resolution will be printed to-morrow and distributed among the tions. The resolution will be printed to-morrow and distributed among the delegates. Until then it will be with-held from publication. The complaint of the veterans as contained in the pension committee's report is that the law governing the granting of pensions is misconstrued by the pension examiner. The report is not critical, but is said to contain a statement of facts as they exist in the pension department. The encampment adjourned at 5:30 o'clock to meet to-morrow morning at 9 o'clock.

o'clock.
During the noon recess the Pennsylvania delegation met in caucus and voted unanimously to support Shaw for the office of commander-in-chef. They also decided to present no candidates for office to the convention. This action was taken for the purpose of breaking up the practice of conceding to the state in which the encampment is held the office of senior vice commander-in-chef.

chief.

Immediately after his election, Commander-in-Chief Johnson was the recipient of a diamond badge, the gift of his chief-of-staff, Col. W. L. Smith and sides.

Maryland Republicans Nominate. BALTIMORE, Md., Sept. 6.-The Re publican state convention to-day reaf-firmed the will of the people as expressed in the primaries and nominated the following state ticket: For governor—Lloyd Lowndes, of

volue members of the regiment, however, were wounded and nine died of
disease.
The insurgents continue to make
demonstrations in the vicinity of Imus.

# STANDARD OIL COMPANY IS REVIEWED

From a Strictly Corporation View of the Matter Before the Industrial Commission.

#### WHAT EDITOR DOYLE SAYS

About the History of the Combine. Claims the Standard has Been Much Maligned.

WASHINGTON, Sept. 6 .- The Industrial Commission resumed its sit tings in this city to-day. P. C. Boyle editor of the Oil City Journal, said, in reply to questions, that he owned the majority of the stock of the paper, and that it was the organ of the oil pro-ducers generally. He said that the Standard Oil Company had afforded no occasion for criticism for the past ten

He had come before the commission upon his own initiation, and not in response to the solicitations of the Standard Company.

Mr. Boyle read a prepared statement of great length. It was a general review of the history of oil production in the United States. In reply to a question, Mr. Boyle said there was now no tax on the oil production.

"Would not such a tax be a good source of revenue?" Mr. Livingston afked.

"It would be a source of revenue certainly," the witness replied, "but um not prepared to say that it would be a good source, either for the producer or the consumer."

Coming to the year of 1872, Mr. Boyle entered upon the history of the South Improvement Company, one of the first efforts to form a combination of the oil interests. This organization was, he contended, the result of a movement by the railroads, and not by the oil

"The Standard Oil Company," added, "has been much maligned in connection with this organization."

The purpose of the combination was to give a special differential rate. he said, but there was so much complaint between the bil interests that the purwas not carried out.

Replying to Mr. Livingston, Mr. Boyl said that he did not know that any advantages were now extended to the oli producers or refiners.

At the afternoon session, Mr. Boyle gave a history of the construction of the various pipe lines connected with the oil industry, for the purpose, as he sald, of showing how the consolidation was ultimately reached.

Mr. Livingston urged that the history be omitted, saying that if each witness was to be prepared to enter upon such detail a thousand volumes would be required to print the proceedings.

Boyle's Own Way.

The commission decided, however, to hear Mr. Boyle in his own way. Originally, he said, the pipe lines were mere-ly transporters of oil, but later they became buyers. Each paid its own prices, so that by 1877 the competition had become so sharp that none of them were able to sustain themselves. To save themselves, they then began to onsolidate, under the name of the United Pipe Line Company, with a capital of \$3,000,000. There was no doubt that the competition had been the cause of this consolidation. The business could not have existed long if companies had not united their inter-In reply to a question he said that the

United Pipe Line Company was a part of the Standard Oll Company system. and had been practically from the be-ginning of the history of the line. There had been a constant increase of produc tion soon after this consolidation, until 1885, when there was a daily production of 82,000 barrels, with the necessary re sult of a rapid decline in prices. This condition caused the organization the Producers' Protective Association, which is in existence to-day. This or ganization was separate from the Standard Oll Company, though working in harmony with it. As a result of this consolidation crude oil advanced 29 cents per barrel. There had, however, not been a corresponding increase in the price of the refined oil.

Mr. Boyle said that while he had eard a great deal of the reduction of prices by the Standard Oll Company to estroy competition, he knew of any such practices. Certainly no such practice existed in the oil country, and he knew nothing about operations elsewhere. He thought It that low prices had been made in order to dispose of the surplus stock at dif-

Giving the statistics of oil production to the present time, Mr. Boyle said that in the thirty-eight years of the history of the industry, 100,831 wells had been sunk, at a cost of \$232,121,000, the value of the crude oil product being \$778.771. 000. Of this amount he estimated that \$194,000,000 went to the land owners. Deducting all expenses, the profits of the producers for the entire period unted to \$263,000,000.

He introduced a table to show that since 1870, the production of oil had in-creased to the extent of four hundred er cent, while the price had depreciat-

Speaking of the Pure Oil Company, Mr. Boyle said it had become a veritable trust, being in reality the only oil It was, he said, far more tive in its methods than the Standard. He declared that the independent move ment had had no effect in the way of

reducing the prices of oil. It had, however, resulted in improving the fortunes of some of the refiners, who were mak-ing a great deal of money. Mr. Boyle reflected rather severely upon the independent companies.

When the commission adjourned for the day Mr. Boyle had not concluded his testimony. He will continue his statement to-morrow.

The Industrial Commission will send its sub-committee on manufactures transportation and on agriculture to Chicago and other points west some time during the autumn to conduct inquiries as to 'be conditions that severally interest them in that section of the country. The sub-committee on agriculture found at its sitting in the west that the agricultural Ills in that section are largely associated with the transportation problem, and that there is work for the transportation sub-com mittee to attend to there.

## THE SALVATION

Of Captain Dreyfus Hangs on a Word from Emperor William—All France

from Emperor William—All France in Breathless Suspense.

RENNES, Sept. 6.—The salvation of Captain Dreyfus hangs on a single word from Emperor William. This is the general opinion here to-night. If the kaiser consents to allow Colonel Schwarzkoppen, the German military attache in Paris in 1894, to testify before the court martial, or to send a deposition, or, what is considered still more probable, to allow his deposition to be accompanied by the actual documents mentioned in the bordereau, then Dreyfus is saved.

If the emperor, however, decides that

mentioned in the bordereau, then Dreyfus is saved.

If the emperor, however, decides that it is not in the interes of Germany for Colonel Schwarzkoppen to intervene, then the Dreyfus case is hopeless, and his condemnation is certain.

To-night the eyes of France are looking across the frontier to Stuttgart, where the kaiser is staying, and anxiously awaiting his decision. He is in the position of the spectators of a gladitorial combat in the coliseum of ancient Rome, with Dreyfus lying at the feet of his antagonist, and watching whether the emperor points his thumb down or not. At a late hour this evening he had given no sign either way, and Frenchmen are awaiting with breathless interest the first indication of his will. vill.

will.

To all intents and purposes Emperor William stands to-day the arbiter of the internal peace of France, for every one anticipates that King Humbert will follow his lead. This is probably the explanation of the delay. Emperor William has gone to Wurtemberg from Alsace-Lorraine and King Humbert is at Turin. Communications between the two monarchs is, therefore, somewhat complicated, and, as they will undoubtedly agree upon identical meas-

the two monarchs is, therefore, somewhat complicated, and, as they will undoubtedly agree upon identical measures in replying to M. Labori's appeal, it is possible that several days will elapse before their decision is known.

The opinion generally held here is that Emperor William and King Humbert will allow Colonel Schwarzkoppen and Colonel Panizzardi to be examined by a rogatory commission, and their commissions to be sent to Rennes, with supplementary evidence from the originals of Esterhazy's treasonable communications.

The anti-Dreyfusards are extreme-

anti-Dreyfusards are extrem-The anti-Dreyfusards are extremely exasperated at what they characterize as M. Labort's "trick." He had long been seeking to invoke the intervention of the German and Italian sovereigns, and seized the appearance of Cernuschi as his opportunity, declaring that the admission of the evidence of this foreigner justified his application regarding Schwarzkoppen and Panizzardi.

M. Labori insisted that the appearance of Cernuschi on the witness stand

mardi.

M. Labori insisted that the appearance of Cernuschi on the witness stand was quite without precedent, but the anti-Dreyfusards point out, and with a certain amount of reason, that the counsel for the defense were really the first to introduce foreign testimony, as they summoned the English journalist, Rowland Strong, on the question of Esterhamy's confession to having written the bordereau. Any way, it can be safely asserted that the admission of Cernusci as a witness for the prosecution came as a veritable God-send to the defense, giving them almost at the last moment a more or less legitimate basis for M. Labori's application to summon the German and Italian attaches. The anti-Dreyfusards assert that the members of the court martial will ignore the affirmations of Colonels Schwarskoppen and Panisardi, because they recognize that the testimony of these officers will be given by order, with a view to save their own spy, but in less prejudiced circles it is believed that the court cannot disregard the solemn declarations of the two attaches without giving rise to a still solemn declarations of the two at

ileved that the court cannot disregard the solemn declarations of the two attaches without giving rise to a still graver situation in an International sense than now prevails.

To-day's public proceedings were marked by three important incidents. The first was General Zurlinden's admission that the erasure and restitution of Esterhasy's name in the petit bleu could not have been perpetrated by Colonel Picquart, and consequently must be attributed to some one inside the general staff. The second was the declaration by M. Palselogue that the secret dossier contained a document which showed that Schwarzskoppen, in the opinion of Palselogue, sent to Esterhazy the identical petit bleu for which Colonel Picquart was detained ten months on a charge of forgery. The third was General Billot's insinuation that Esterhazy and Captain Dreyfus were accomplices, which led to an impassioned protestation on the part of the accused, and a thrilling scene between M. Labori and Colonel Jouaust; resulting in the advocate's excited denunciation of Colonel Jouaust's treatesuling in the advocate's excited de nunciation of Colonel Jouaust's treat ment of him, a denunciation tanta nount to an accusation of open par

mount to an accessful of open par-tiality.

General Zurlinden's admission that Colonel Picquart could have not perpe-trated the erasure in the petit bleu was a startling incident. Because, although he declared that the matter formed only a small point in the prosecution of Picquart, and that, so far as he was concerned, the proceedings were only instituted in order not to allow a French officer to lie beneath the blow of the charges brought against him by Major Lauth, yet the fact that Colonel Pic-Lauth, yet the fact that Colonel Piccoarges grought against him by Maj. Lauth, yet the fact that Colonel Pi-quart languished ten months in prisc under these unproven accusations can not be regarded otherwise than as blot upon the reputation of Gener Zurlinden, and still more of the staff.

#### State Supreme Court. special Dispatch to the Intelligencer. CHARLES-TOWN, W. Va., Sept. 6.

CHARLES-TOWN, W. Vn., Sept. 6.—
The supreme court of appeals convened here to-day with Judges Dent, English, Branho and McWhorter on the bench. The following were licensed to practice: E. H. Green, of Jackson county; J. F. Smith, of Monongalia county; Hazee Morzan, of Upshur county; S. M. P. Austin, of Greenbrier county; John F. Evans, and S. W. Smoot, of Lincoln county, John R. Sturgers, of Harrison county, and Samuel B. McEldowney, of Wetzel county. The court adjourned until to-morrow at 10 o'clock.

# **PERSONS**

In a Rear-end Collision on the Baltimore & Ohio at Connellsville, Penna.

VIRGINIANS SOME WEST

Were Among the Bruised -- A Bad Mix up But no one Seriously Injured.

CONNELLSVILLE, Pa., Sept. 6.-Probably fifty persons were injured in a rear-end collision on the Baltimore & Ohio railroad to-night at Connellsville station. The presence of mind of Engineer John Haggerty saved the lives of many.

Many of the injured continued on

their journey, and their names could not be learned.

Following is a partial list of the injured: Hon. T. Robb de Yarmon, Dawson, sprained and shocked; Mary Hamilton, of Shanor, shocked and bruised; Sarah Thomas, of Pittsburgh, bruised about the head and body; Joseph Pitts, of Fort Hill, arm and leg crushed; Alice Pore, Connells-ville, badly bruised; Quinn Pore, Connellsville, leg bruised; Sam Smith, Fort Hill, back wrenched and bruised; Olive Pore, Connellsville, slight injuries; Mrs. King, of Laurel, W. Va., limbe caught in the wreckage; Michael Greim, Jim-town, limbs caught by flying seats; Michael Stoffen, of Vanderbilt, foot broken; Mrs. George C. Magill, of Dawson, badly bruised and severely shocked; Mrs. J. E. Benson, ankle sprained; L. K. Zuck, Mount Pleasant, bruised knee and face and head cut; Harvey Evans, of West Virginia, face cut; Walter Willing, Dry Hill, hand and arm mashed; John Linn, of Smithton,

bruised in jumping.
Surgeons were on the scene immediately after the accident happened, and the most seriously injured were taken to the Cottage State Hospital.

The first section of train No. 5, an emigrant special of eight Wagner sleep-ers, ran into the rear end of the Cumberland accommodation. Both trains were west-bound, being due in Pittsburgh, shortly after 7 o'clock. Engineer Murray, of the emigrant special, lost control of his engine, the air brake refusing to work, and crashing into the rear end of the accommodation, which was standing in front of the station, and was crowded with passengers. Engineer Haggerty, who was oiling his engine, saw the runaway train coming and sprang aboard his engine, throwing the throttle wide open. The acbut not quick enough to escape a colli-sion. The crash was terrific. Two coaches of the accommodation were wrecked, the rear end of the last one being crushed as though it had been an egg shell. The coaches were filled with people, and their screams and cries were terrible to hear. Many were covered with wreckage, and had to be helped out. The crash was heard all over town, and there was an abund-ance of help in getting the people out. Passengers on the through train were bound for Chicago from New York, but

#### none of them were seriously injured. AN OPEN SWITCH

Causes the Death of Four Persons and Serious Injury of Others.

MEADVILLE, Ps., Sept. 6 .- An open switch caused a wreck on the Erie railroad, at Miller's Station, a short distance above this city, to-day, in which three Meadville men were and one injured. A tramp was also killed and another injured.

A westbound freight train had taken the siding to allow Train No. 5, vestibuled limited, New York-Chicago express train, to pass. The switch was left open, and the passenger train ran into the rear end of the freight at the rate of sixty miles an hour, plowing through several freight cars.

The dead are: Reuben M. Arnold, engineer of the passenger train, resided in Meadville, Conductor Henry M. Schaffer, of the freight train, Meadville; Flagman George Schatz, freight train, Meadville; John Kersh, of Buffalo, who was stealing a ride on the passenger train between the mail and baggage cars.

The injured are: Fireman Plumb, the passenger train, right ankle broken, arm cut and head bruised; a young man from Chicago, stealing a ride on the pasenger train, injured about the man named Ritz, in charge of a dead engine on the freight train, was also seriously injured. The dead and injured were all brought to this

## Seven Killed.

WILLIAMSON, W. Va., Sept. 6.— Seven persons were killed by a freight train wreck to-day in Dinges' tunnel, on the Norfolk & Western rallway. The dead are: Frank R. Archer, brakeman; Charles Booth, brakeman; John Chaf-fin, fireman; four tramps, names un-known.

Doesn't Require Science.

PITTSBURGH, Pa., Sept. 6.—Con-cerning the action of the coroner's jury at Chicago yesterday in censuring the Pitusburgh Bridge Company for the recountry Bridge Company for the re-cent collapse of the Collseum In that city, Secretary Mun, of the bridge company, said: "The bridge company does not look upon the investigation of the corner's jury as being final, and experts in steel construction are now conducting a selection." experts in steel construction are now conducting a scientific and thorough in-vestigation in the interests of the com-pany to place the blame where it rightly

## GIGANTIC SCHEME

Of Railway Combination that Will Eclipse the Greatest Trunk Line Ever Known of. PITTSBURGH, Pa., Sept. 6.-There is

a plan arranged to form a gigantic railway system which will create a trunk consolidation greater than any now in existence in this country, and it will embrace the Baltimore & Ohio, Pitta-burgh & Western, Buffalo, Rochester burgh & Western, Buffalo, Rochester & Pittsburgh, Philadelphia & Reading, West Virginia & Pittsburgh, and several smaller roads in as many states. This gigantic enterprise will, if carried out, mean a series of first-class roads reaching from Philadelphia, Baltimore, Washington and New York to Reading, Rochester and Buffalo, and from Baltimore to Cincinnati and St. Louis, with the main line passing through Pittsburgh to Chicago, and having excellent terminals here and at all lake ports. It would mean also the shortest and most direct route from Cleveland and Chicago to Richmond, Va., and Charleston, S. C., and the South Atlantic coast seaperfa. To illustrate what if would embrace a few figures are appended:
Baltimore & Ohio railroad—2037 miles, 1,000 engines, 46,000 cars.

Baltimore & Ohio railroad—2037 miles, 1,000 engines, 46,000 cars.

Baltimore & Ohio railroad—2037 miles, 210 locomotives, 8,000 cars.

Philadelphia & Reading system—1,005

Philadelphia & Reading system-1,006 niles, 800 locomotives, 30,000 cars. Buffalo, Rochester & Pittaburgh sys-em-Nearly 400 miles, 170 engines, 8,200

Pittsburgh & Western-380 miles, in-cluding new branches, 140 engines, 7,000

cluding new branches, 140 engines, 7,000 cars.

West Virginia & Pittsburgh—180 miles, 25 engines, 555 cars.

This would aggregate 5,081 miles, 2,345 locomotives, and 100,755 cars. A gigantic traffic agreement, amounting almost to a consolidation, has been perfected, and all the lines above named are prapared to work in each others interest.

The Philadelphia & Reading may be the last to come in, but as James J. Hill is behind the work of perfecting the deal it will be finally consummated. Then the grand aggregation of roads will control the greatest wheat belt, the greatest copper region, the antiractic regions of Pennsylvania, the bituminous coal and coke regions of the same state, and will have splendid terminals in all the chief cities of the continent between the Atlantic coast and the Missouri river.

#### LONDON RUMORS

About the Transvaal Situation-War

LONDON, Sept. 6 .- This morning's ews sheds no light on the Transvaal The signs which the English crisis. are accustomed to see just previous to a war continue, and from these any number of sensational deductions may

be drawn. Mr. Joseph Chamberlain, secretary of state for the colonies, remains at the colonial office, and the other cabinet

colonial office, and the other cabinet ministers are either here or on their way to this city.

General opinion tends to the belief that the cabinet council will result in an ultimatum, followed by an Immediate backdown on the part of the Boers or the commencement of hostilities by Great Britain. This feeling, however, is founded on the trend of the recent negotiations, and it is often forgotten that in these Mr. Chamberlain had practically a free hand and was not hindered by the caulious conservatiam which undoubtedly will characterize the deliberations of the fall cabinet council.

The Pall Mall Gazette to-day says: "It is feared that during the past twenty-four hours the probability of warhas become appreciably greater." The paper, however, prints no news except that received yesterday, to justify this assertion.

Advices from various sources indi-

that received yesterday, to justify this assertion.

Advices from various sources indicate that the acute tension in all parts of South Africa continues. But unless the Boers take the initiative, which at present is improbable, it is pretty certain that the issue of peace or war lies solely in the result of Friday's cabinet council. Hence public attention is centered more upon the signs of the times as exhibited at the army stations and the dock yards than in South Africa itself, though news from there is eagerly awaited, chiefly owing to the uneasy feeling that the Boers might end the diplomatic tangle by raiding Natal.

It is reported this afternoon that Mr. Chamberlain has sent a reply through Sir Alfred Milner, governor of Capa Coloney and British high commissiones of South Africa, to the Transvaal government's latest proposition. The latter is generally understood to be a withdrawal of the former concessions and a tentative agreement for a furthey conference. It seems improbable that Mr. Chamberlain has done this, as he would probably have awaited the cabinet's decision before taking such ac-

Mr. Chamberiain has done this, as no would probably have awaited the cabinet's decision before taking such action, and even if he has it is hardly likely that his reply would bring matters to a head except by irritating the Boers into aggressive action.

# CHAMBERLAIN SHY

Of Expressing an Opinion in Regard to Transvaal Situation.

LONDON, Sept. 6.—Mr. Chamberlain remained at the foreign office until shortly before midnight. He declined to make a statement regarding the Transvaal situation, but expresse desire to see a copy of the following transcript of the Transvaal govern-

transcript of the Transwaal government's reply, issued by the Transwaal agent in Brussels to-night, which was forwarded by the Asociated Press:
"In reply to the last dispatch of the British government, the Transwaal government on Saturday, handed to the British agent in Pretoria a response, of which the following is the purport:
"The government of the South Arican republic regrets that Great Britain is of the opinion that it is unable to accept the proposals made by the Transwaal in the dispatches of August 18 and August 21, by which the terms for obcept the proposals made by the Transval in the dispatches of August 18 and August 21, by which the terms for obtaining the franchise was fixed at five years and the representations of the Witwatersrand district was increased. The government regrets the more inasmuch as it considers itself able to deduce from the negotiations previous to its formal prosposals that the latter would be accepted by the British government. In these conditions the Transvaal considers its proposals are annulled and finds it necessary to submit them to the volksraad and the people. It remains of the opinion that its proposals are very liberal and more extensive than those presented by the British high commissioner at Blomfoentein. It is also of the opinion that the conditions attached to these proposals are reasonable."

Weather Forecast for To-day. Weather Forecast for To-day,
For West Virginia, generally fair Thursday and Friday, except probably local
thunder storm mostly southerly.
Thursday western Pennsylvania, generally
fair Thursday and Friday, except probably local thunder storms in southern portion Thursday; fresh east to south winds.
For Ohlo, fair and warmer in northern
portion; probably local thunder storms
Thursday in southern portion; Friday
fair; fresh easterly winds.